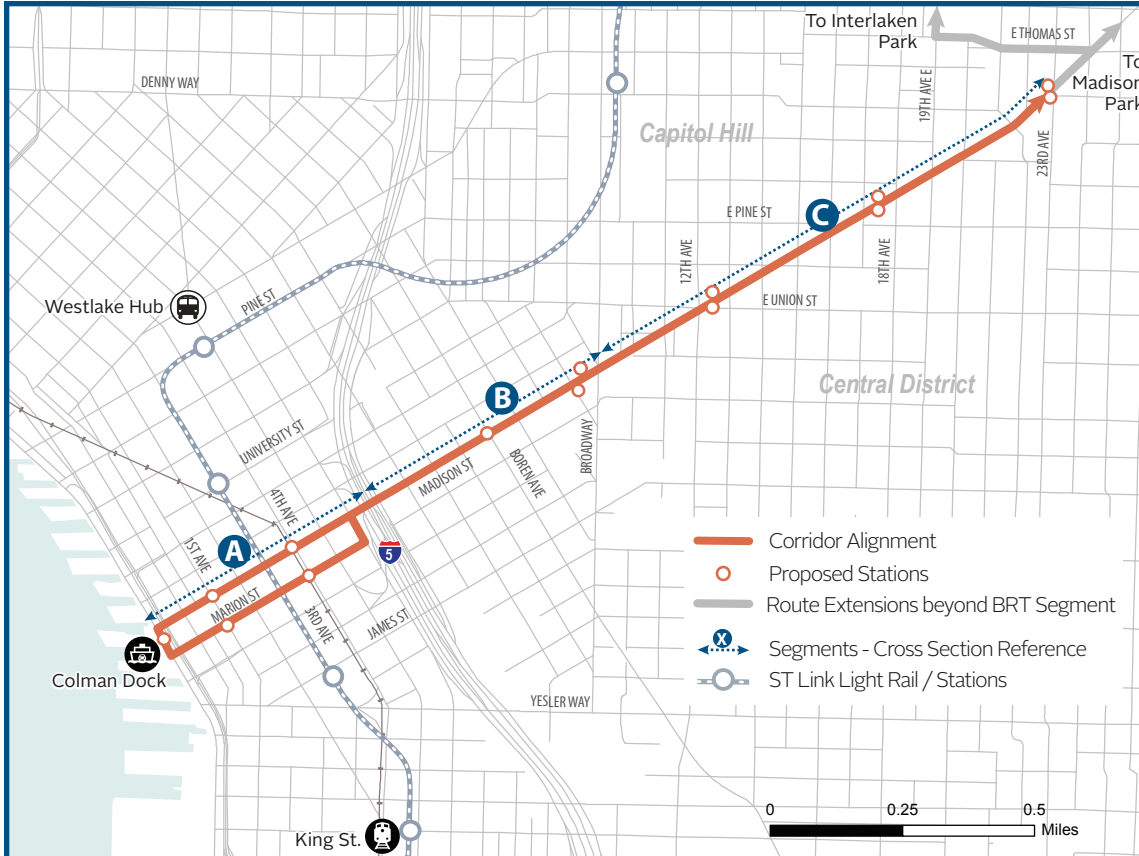


CORRIDOR 6

CAPITOL HILL-DOWNTOWN

DRAFT



Corridor Overview

Length: 2.1 miles

Major Stations: Colman Dock, 1st Ave, 3rd/4th Ave, Boren Ave, Broadway, 12th Ave, 18th Ave, 23rd Ave

Average Stop Spacing: 1,500 feet

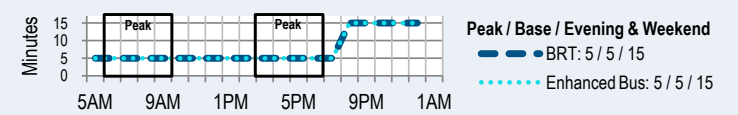
Key Connections:

- Colman Dock
- 3rd Ave Transit Spine
- First Hill Streetcar
- Bus Square on 3rd Ave

Service Restructuring

- Route 11 (Interlaken Park via 19th) and Route 12 (Madison Park) are folded into this concept.
- Under both the BRT and Enhanced Bus options, the route splits east of 23rd with one leg using John/Thomas to 19th and Interlaken Park while the other leg continues on Madison to Madison Park.

Operating Plan Headway by Mode

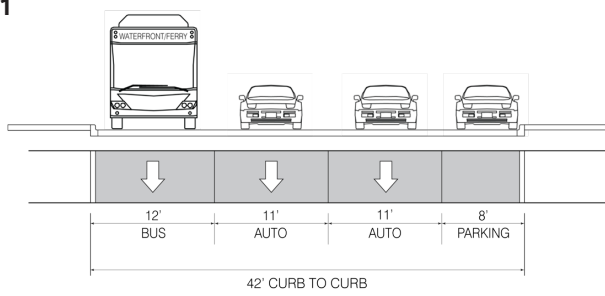


Cross Sections

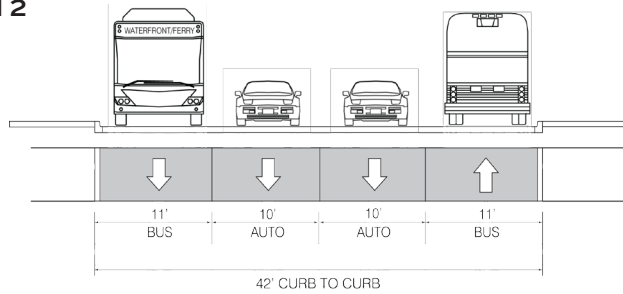
Segment A

Madison/Marion, Alaskan Way to 6th: The Madison/Marion Couplet is a primary option; a 2-way Madison is also feasible (keeping 1-way general auto traffic). Parking removal would be required on Marion and Madison to provide dedicated lane operations. No substantial engineering issues are anticipated with shared-lane operation on Madison, but dedicating a travel lane for exclusive BRT could increase traffic delay for general purpose.

BRT1



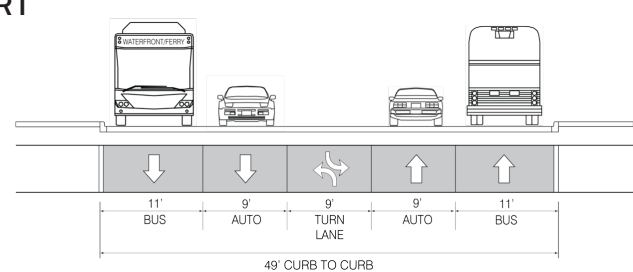
BRT2



Segment B

Madison, I-5 to Broadway: This segment features lanes as narrow as 9 feet for cars. Frequent signalized cross-streets, alleys, and driveways are likely to keep speeds down. BRT is shown in curb lanes that could be used for business access as well as BRT, or if buses with left-side doors are used in conjunction with shared-lane operation, center platforms could also be used in this segment.

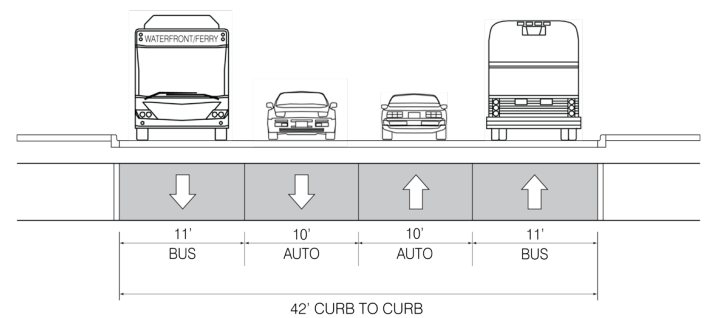
BRT



Segment C

Madison, Broadway to 23rd: The easternmost Madison segment is 42' curb-to-curb and has no left turn lanes, which places a premium on space for automobiles. Exclusive BRT could be harder to implement within the existing cross-section for this reason. The diagonal nature of Madison (which leads to many intersections and odd traffic movements) and the frequency of signals will keep speeds low in this segment.

BRT



Note: All cross sections are representative of a possible design option for a corridor segment. Right-of-way widths, utility constraints, and competing street use needs vary in each of the representative segments.

CORRIDOR 6: COMPARATIVE MEASURES

CAPITOL HILL-DOWNTOWN

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Weekday Riders (2030)



up to 14,000 Riders
(Net New Riders - 6,200 Riders)



up to 12,500 Riders
(Net New Riders - 4,500 Riders)

Productivity (Weekday Riders per Revenue Hour)



120 Riders/Hour



80 Riders/Hour

Annual Operating Cost (Operating Cost per Boarding Ride)



\$5 million
(\$1.05)



\$6 million
(\$1.70)

Net Operating Cost per Net New Ride (Accounts for Service Restructuring and Consolidation Opportunities)



\$2.30



\$4.00

Total Capital Costs (and Cost per Mile)



\$81 million
(\$39 million per mile)



\$20 million
(\$10 million per mile)

Annualized Cost per Rider (Operating and Capital)



\$2.30



\$2.70

End-to-End Travel Time Savings (Average Savings per Ride including In- and Out-of-Vehicle Time)



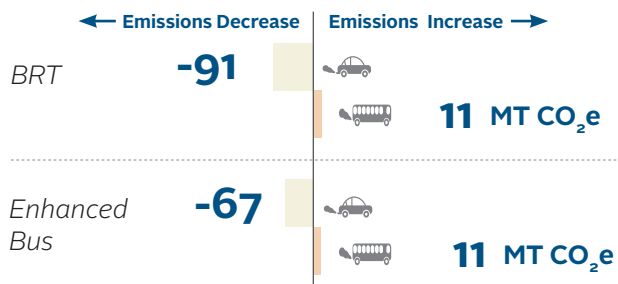
8 Minutes
(average 8 minutes)



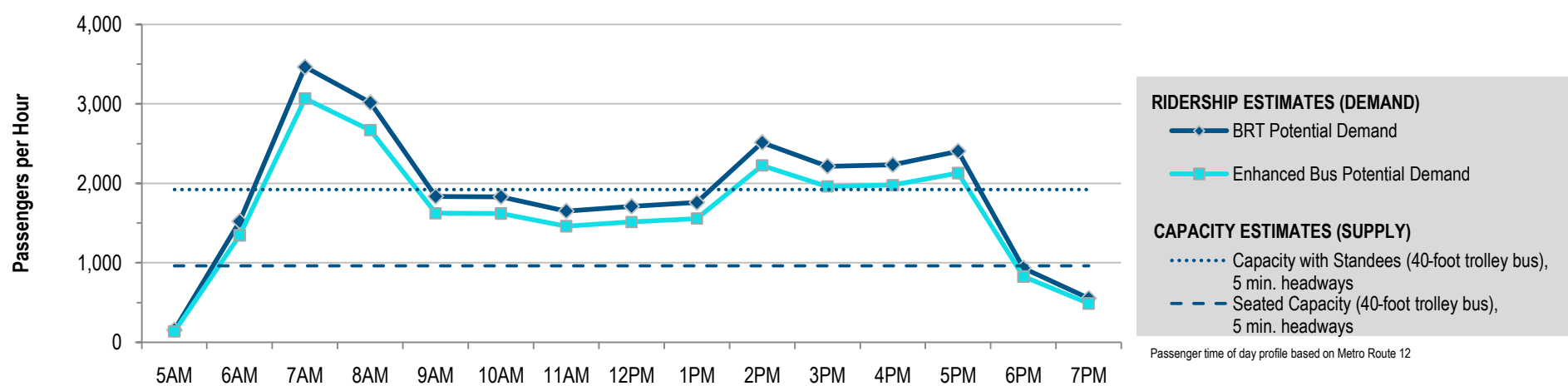
1 Minutes
(average 3 minutes)

Annual GhG Savings

Personal vehicle
Transit



Vehicle Capacity Requirement (Estimated Bidirectional Demand by Mode vs. Capacity by Vehicle Type)



Note: Methodology sheet describes purpose and methodology for each measure. All cost estimates are presented in 2011 dollars.